

Transportation in Edo Bay during Modern Ages
—In Relation to Overland Transportation—

YAMAMOTO Mitsumasa

The Edo Bakufu's policy of transportation depended on the movement of people over land. Edo Bakufu constructed *Gokaidō* (literally "five roads") from a military and political point of view. Relay stations (*shukuba*) allowed smooth transportation and at the same time, guard stations at tollgates (*sekisho*) superintended *daimyō* ("territorial lords") and examined travelers and this incurred a contradiction in transportation policy. Moreover, transportation by boat was most commonly to be seen in Edo Bay, located just in front of the Bakufu's headquarters.

There were three categories for the lines of *tokaibune* ("sea-crossing boats") :

- (1) A line from the Bōsō peninsula to the Miura peninsula
- (2) A line that didn't cross the bay but ran from the edge of the Bōsō peninsula to the edge of the Miura peninsula
- (3) Lines from the two peninsulas to Edo

Among the *tokaibune*, the big *kisarazubune* was officially recognized for transporting passengers. Other boats that ran along the shore customarily transported passengers.

The transport of passengers aroused a clash of interests between boat transportation and overland transportation. Transportation of passengers by boat threatened the economy of the relay stations that served as the base of overland transportation and eventually challenged the relay system of land transportation.

Whatever the form was of *tokaibune*, most of the passengers utilized *sekisho*. In the case of Edo Bay, it was impossible to go anywhere without passing the *sekisho* of Koiwa and Ichikawa. For this reason, rogues used *tokaibune* and this caused a disturbance of public peace in the Bōsō area.

Though the Bakufu was aware of this contradiction, knowing that a close examination of the fully developed *tokaibune* would cause confusion in the economy and marketing system, it had to tacitly permit it until the final stage of Bakufu.